

MEDIATION LIKELY IN RAILROAD STRIKE

Three Members of Federal Board to Be Here To-day to Seek Peace.

SIDES SEEM WILLING

94 Per Cent. of 400,000 Workers Vote Walkout—Wilson May Intervene.

Mediation in the threatened big railroad strike seemed to be in the air yesterday afternoon after the announcement at a morning meeting of representatives of employees and the roads that 94 per cent. of the 400,000 members of the four big brotherhoods had voted to strike if their demands were not granted. They want an eight-hour day and time and a half for overtime.

From Washington came word that Judge William L. Chambers and G. W. W. Hannon, who just retired the switchmen's situation, and Judge Martin A. Egan, of the Federal Board of Mediation and Conciliation were leaving last night for New York to get in touch with both sides. They cannot step in legally unless invited by the elected leaders of the union.

Secretary of Labor Wilson, who has been here for some days quietly talking with both sides, left the Federal Commission yesterday afternoon for New York. There he will make a full report to President Wilson. Secretary Wilson has no authority to mediate.

If mediation by the Federal board should fail, despite the expressed desire of men and roads yesterday to settle the strike, there is no doubt President Wilson will intervene. The roads doubt it, but if anyway else can prevent the strike.

After yesterday morning's meeting both sides made it apparent that they hoped a strike would be averted.

A. B. Garrison, president of the Confederation of Railroad Workers, said: "No man would refuse mediation on a fair basis, and continued the union's position."

Lee Looks for Trouble.

Eliza Lee, chairman of the National Conference of the railroad workers, would say that the strike would be averted.

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STRIKES SETTLED ON 3 MORE LINES

Continued from First Page.

benefit association cannot be altered except by a two-thirds vote at a special meeting of the association, the making of the change here suggested will, of course be entirely subject to the approval or disapproval of its members, who number upward of 10,000 men.

It was contended by the directors of the New York Railways Company yesterday that acceptance of the terms of settlement had not committed them to recognition of the union. However, it was admitted at the company's office that if their employees came to them with grievances they could not refuse to treat with them, even though they knew the company was not the elected leaders of the union.

These locals will be formed, and officers elected for Manhattan tomorrow, the men of the Bronx on Friday night.

Since Monday night, when the labor strike ended, more than a thousand men have joined the unions. The leaders would not tell in figures how many of these were gathered from the working forces of the Interborough or the B. R. T.

Effort was made to learn if any of the transit lines were throwing obstacles in the path of the union's local growth, but so far as could be ascertained the New York Railways, the Third Avenue, the Second Avenue and other lines, have reconciled themselves to the progressing unionization.

New Tasks for Mayor Mitchell.

However, in the office of the New York Railways Company it was made known that the directors look to Mayor Mitchell and Oscar S. Straus, head of the Public Service Commission, to remove them of some of their burdens, even if the removed have to be lifted on the New York City tax.

President Theodore P. Shonts of the New York Railways Company discussed this feature in a statement sent out last night in which he said:

"It should be understood that the meaning of the two paragraphs in the statement announcing the settlement of the strike, these paragraphs were:

"The New York Railways Company, 94.2 per cent. of the 400,000 members of the four big brotherhoods, have voted to strike if their demands were not granted. They want an eight-hour day and time and a half for overtime."

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and 109,000,000 passengers who travelled on free transfers. The result was that the actual receipts a passenger received of being 5 cents a trip were actually a little under 3 1/2 cents a trip.

"It being impossible to increase the 5-cent fare, one possible other way which the company can meet increased financial burdens is through relaxation by the city of some of the burdens it imposes upon the railroad company."

Company Seeks Exemptions.

"We have to pay out, for instance, every year approximately \$400,000 to \$500,000 for paving the streets inside our cars. That expense averages over \$100,000 a year, and is required of us by the city."

"We also pay the city as license for running our cars approximately \$20,000 a year."

"Our taxes amount to upward of more than \$1,000,000 a year. That is required of us by the public."

"If therefore, public officials, in their capacity as representing the broad interests and convenience of the public, place upon us additional burdens, we do not think it is asking too much to request the cooperation of these officials in assisting us to meet the increased expense incident to carrying out the strike settlement, which, in the public interest, they urged us to accept."

P. S. C. Will Hear Transit Appeal.

Chairman Straus, when questioned about this intention of the company to demand some return for its acquiescence in the strike settlement, said that any application from the New York Railways Company for exemption from the city would be taken up in the ordinary routine of the Public Service Commission's work.

Mayor Mitchell said any expectations of the company would be considered solely on their merits. He said:

"Mr. Cobb, one of the directors of the New York Railways Company, said he thought the city and the Public Service Commission should cooperate with the company to relieve the financial pressure. We told him that the question of exemption should be brought up in the regular legal way through an application to the Public Service Commission and disposed of on its merits. We told him the question was not a part of the arbitration and mediation conference."

The aftermath of the battle made by Mayor Mitchell and Chairman Straus to the car trouble brings with it many stories of why and how the companies surrendered. So far as the authentic information goes, three reasons presented themselves to make the line capitulate. These were: prospects of inadequate police protection, fear of expenses of fighting a long strike and dread of antagonistic public opinion.

One picturesque story, printed since the end of the fight, which has been extended over many years. The bill already has been passed by the House.

Democrats expect to use their record on the bill in the coming campaign, especially in appealing for the support of the Progressives.

The bill passed would prohibit interstate commerce in the product of any mine or quarry in which children under 16 years of age have been employed, or in the product of any mill, cannery, workshop, factory or manufacturing establishment in which children under 14 have been employed, or in which children under 16 have been employed more than eight hours a day, more than six days a week, before 6 o'clock in the morning or later than 7 o'clock in the evening.

"EVENING MAIL" TO MOVE.

Leaves the Lupton Building From the City for Five Years.

The Evening Mail will soon move from its present quarters on Broadway and Fulton street to the Lupton Building, 23 to 27 City Hall place.

The Mail and Express Company, owners of the paper, got the lease of the property yesterday for five years from the city, which owns it, and will move in as soon as necessary alterations are made.